



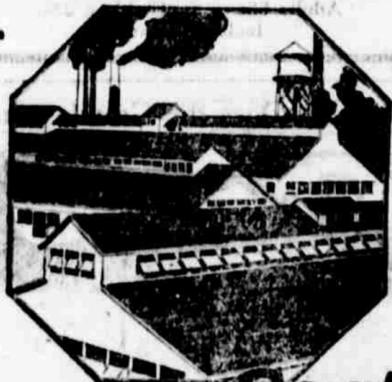
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- THE ECONOMICAL, SANITARY,
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Certainty of Quality - Satisfaction. Guaranteed

CERTAIN-TEED PRODUCTS
SOLD IN KLAMATH FALLS, ORE.
BY

MASON-EHRMAN & COMPANY

**N. C. O. WINS OUT
OVER S. P., W. P.**

**Southern Pacific to Have
Revenue Reduced to
10 Per Cent**

WASHINGTON, D. C., Aug. 28.—The division of freight rates between the Southern Pacific and the Nevada, California & Oregon railway are declared unjust and unreasonable in an opinion announced by the interstate commerce commission. The opinion asserts "that the proportions of this traffic accruing to the Southern Pacific may properly be reduced by an average of 10 per cent and the amount of such reductions added to the proportions accruing to the Nevada, California & Oregon."

Passenger rates were not considered. The commission held that the record is insufficient to permit prescribing necessary readjustment in detail, but the Southern Pacific is instructed to work out these details so that they will become effective not later than next October 1.

The petition of the Nevada, California & Oregon to abandon its line, which has its terminus at Lakeview, Oregon, on the ground that the receipts do not warrant its continuance, the commission will handle in a separate opinion, although in the decision announced today the belief is expressed that the road should abandon its line between Hackstaff and Wendell, in Lassen county, California.

This part of the line is declared to be "unnecessary" and "unproductive." The road proposed in this event to use the material thus released in repairing the line north of Wendell. The decision held that the road is being efficiently operated.

An indication of what may be expected in the commission's decision on the application for abandonment is contained in today's ruling, where it is stated:

"The value of the road to the communities served is well established

Up in the Air



Lady Beaverbrook at an exciting juncture of the tennis tournament at Hurlingham, England. Susanne Lenglen and Mrs. Beamish, British tennis expert, took part.

and the record indicates that it has been receiving and will continue to receive an important volume of traffic for movement over respondent's lines. The large measure of public service which this line is able to render justifies a sufficiently liberal treatment of its divisions to enable it to be self sustaining and to continue to give service so far as it is possible to recognize its needs without at the same time compelling connecting carriers to handle the particular traffic for a revenue less than a fair minimum requirement."

LAKEVIEW, Ore., August 28.—Chas. Moran, president of the N. C. O., holds that the interstate commerce commission had allowed his road an increase of 10 per cent from the Southern Pacific and the abandonment of the section between Wendell and Hackstaff, thus virtually eliminating the Western Pacific from this section. The order becomes effective October 1, only six weeks hence.

It thus appears that Mr. Moran has won his fight in his contest with the W. P. and S. P., although not receiving the full amount asked for. The Western Pacific seems to have entirely lost out, although it can still reach the N.-C.-O., over the Southern Pacific tracks from Flannigan. Such an arrangement, however, is not likely to prove satisfactory, and it is within the range of possibilities that the W. P. will seek such other and further relief as may be deemed necessary.

Under the new conditions the purchase of the N.-C.-O. by the W. P. is within range of possibilities as is also the construction of a new line thru Surprise valley by way of Pandanga pass to Lakeview. Taken altogether the present situation is more promising for the future than anything that has occurred for some time. The elimination of the Wendell-Hackstaff section will permit the N.-C.-O. to give better service, inasmuch as it reduces its trackage a little over 16 miles.

J. P. Farley, traveling freight and passenger agent of the W. P., expresses the opinion that the Wendell-Hackstaff section will not be abandoned and that his road will continue to do business hereabouts the same as in years gone by. However, six weeks will soon roll by and then perhaps we will know what the railroad future has in store for us.

The mere fact that a girl is in love with a man is no sign that she is not going to make some other fellow believe or think he has the better chance.

**TREES SHRUBS
ROSE BUSHES
BULBS**

Order them now for fall delivery.

Klamath Flower Shop

Cut Flowers — Plants

Phone 599 334 Main St.

SPORTS

**Cubs Romp Home With
Victory Over Jockeys**

In one of the liveliest baseball games here this season, the Klamath Cubs yesterday nosed out a victory over the Fort Klamath Jockeys with a score of 9 to 7. The Fort Klamath team was reinforced by several local players, causing the Cubs to step lively to bring home the bacon.

R. H. E.
Cubs 9 12 16
Jockeys 7 8 13

**Lost River Giants
Swamp Dorris Demons**

The Dorris Demons went down to defeat on their own grounds at Dorris yesterday before the Lost River Giants by a score of 20 to 2. The features of the game were the pitching of Jess Brown and the catching of Jim Stevenson, both of the Giants.

**PLANS MADE FOR
SPEED CLASSIC ON
KANSAS CITY TRACK**

KANSAS CITY, Mo., Aug. 28.—Plans virtually have been completed for the 300 mile international speed classic, to be held over Kansas City's new \$500,000 speedway, September 16. Racing followers desire that several records should be broken.

Entries have been received from the foremost drivers of the game, including Jimmy Murphy, 1922 A. A. champion, Harry Hartz runner-up to Murphy at the Indianapolis race this year, Tommy Milton, 1921 A. A. champion, Cliff Durant, Roscoe Saries, Al Melcher, Joe Thomas, Frank Elliott and Jerry Wonderlich.

From the Pacific coast comes word that Bennett Hill, one of the entrants, is coming with a new car specially designed which has made 120 miles an hour.

The mile and a quarter oval track, banked at an angle of 42 degrees, will permit a speed of 120 miles an hour, according to "Jack" Prince, board track designer and originator, who had charge of its construction. The track will be ready for elimination trials about September 5. The two steel grandstands will seat 35,000 persons.

The American legion will dedicate the new speedway in ceremonies preceding the race. Hanford McNider, national commander, is scheduled to be present.

Capt. Eddie Rickenbacher will be the referee of the event.

**Way of Duck Hunters
Is Beset With Thorns**

PULLMAN, Wash., Aug. 28.—The way of the Pullman duck hunter is beset with thorns. For instance, the city officials have ruled that he must keep his decoy geese outside the city limits, where their more or less incessant honking will not disturb the neighbors and cause them to lose sleep.

Prof. F. C. Chalfant, head of the foreign language department at Washington state college, is an enthusiastic sportsman. His stock of equipment includes several wild geese which he uses for decoys. But the neighbors complained to the chief of police, who referred the matter to the city council. The city fathers, after consulting the ordinance book, decided that the geese were violating at least six of the municipal ordinances.

Shocked at the tidings, Professor Chalfant has agreed to take his disturbing honkers to some secluded spot outside the corporate limits, where they can exercise their vocal cords to their hearts' content, without disturbing the neighbors. The city fathers opine this will be a satisfactory solution of the difficulty.

But There Aren't Many

St. Peter was examining a newly arrived immigrant seeking entrance. He had given his occupation as editor and publisher. Following is a transcript of the testimony:

Q.—"Ah, yes—of the world's greatest newspaper?"

A.—"No, sir. Just a common rag."

Q.—"Circulation the largest in your city?"

A.—"No, sir; oh, no indeed! One of the smallest in the country."

"You'll do," said St. Peter. "Pick your harp."

It is important to have clear vision. Even the potato may not have sound eyes.

A PICTORIAL EDITORIAL



William M. Wood, Jr., heir to millions, lost control of his car as he sped along the state highway at Reading, Mass. Above is the wreck of the auto of Samuel Ramsey, of Medford, Mass., said to have been struck by Wood's car. Below is the wreck of Wood's car which crashed into a telephone pole, killing Wood and his companion, Alexander Gardner, of North Andover, Mass. Five were injured.



**78TH DIVISION TO
HOLD FIRST REUNION
AT ATLANTIC CITY**

WASHINGTON, Aug. 25.—A call has been issued by Lt. Col. A. J. L'Heureux, former adjutant, to all members of the 78th (Lightning) Division to attend the first annual reunion of the division, in Atlantic city, September 30 and October 1.

The division, which was organized at Camp Dix, N. J., from national army men of New York, New Jersey, Delaware, Illinois and the New England states, saw active service in the Toul Sector and in the St. Mihiel and Argonne offensives.

Major General James H. McRae, who commanded the division during the war, Colonel Charles Horron, Chief of Staff, and Lieutenant Colonel Wait C. Johnson and Major Jas. L. Frink, assistant chiefs of staff with the division during the war, will be among those attending the reunion. It was announced.

Many think they are going forward bravely because they fear to go back.

A man who probably knows says there never was a meal so expensive as the free lunch.

When a lobster's shell becomes too small, the lobster bursts it by a series of spasms and grows a new one.

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This institution offers a thorough, practical, and standard education at a cost within reach of the high school graduate.

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It offers training also in: The School of Music, Physical Education, Industrial Journalism.

Fall Term Opens September 18.

For circulars of information and illustrated booklet write to

**The Registrar, Oregon Agricultural College,
Corvallis, Oregon**

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ICE CREAM
YUM-YUM
ESKIMO PIE**

All made under the most sanitary conditions.

Come and look our plant over, we invite inspection at any time.

KLAMATH FALLS CREAMERY